(d) There is no proposal for winding up of the establishment of Central Inland Water Transport Corporation in North East region. However, Government has decided to disinvest the Corporation in favour of private parties.

(e) Does not arise.

National Waterway (NW-IV)

1894. SHRI M.V. MYSURA REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that there is a proposal before Government for taking up a National Waterway (NW-IV) from Bhadrachalam (Rajahmundry, Vijaywada, Chennai) to Puducherry and the details thereof;

(b) the views expressed by Andhra Pradesh, Tamil Nadu, Pondicherry Governments regarding this project; and

(c) whether it is also a fact that the Inland Waterways of NW-I and NW-II are not economically viable?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) Government has introduced a Bill in the Lok Sabha on 8.12.2006 to declare Kakinada-Pondicherry stretch of canals consisting of Kakinada canal, Eluru canal, Commamur canal, Buckingham canal and Kaluvelly tank alongwith Bhadrachalam—Rajahmundry stretch of River Godavari and Wazirabad—Vijayawada stretch of River Krishna (1095 km) as a National Waterway. The Bill stands referred to the Parliamentary Standing Committee on Transport, Tourism and Culture for examination. The total estimated cost of development of proposed National Waterway is Rs. 542 crore (at 2002 prices) and a time period of approximately 5 years is needed to complete the projects after declaration of the waterway as a National Waterway.

Government of Andhra Pradesh and Tamil Nadu have conveyed their acceptance to the participation in the project and are interacting with Inland Waterways Authority of India (IWAI) on various issues related to the proposed development of this waterway.

According to the techno-economic studies for National Waterway No. 1 & 2, the waterways are economically viable if developed with adequate

infrastructure. Some infrastructure has already been put in place and more projects for putting up the infrastructure are in progress.

Central Inland Water Transport Corporation

1895. SHRI M.V. MYSURA REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Central Inland Water Transport Corporation (CIWTC) is in losses since its inception in 1967;

(b) whether it is a fact that CIWTC is undertaking transportation of cargo in inland waterways of NW-I and NW-II and also building and repairing riverine ships;

(c) if so, whether it is also a fact that Government have taken a decision to restructure the CIWTC; and

(d) if so, the details thereof and its status of implementation?

THE MINISTER OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (d) Central Inland Water Transport Corporation (CIWTC) Ltd. undertakes transportation of cargo in National Waterway-1 and National Waterway-2. The Corporation used to undertake shipbuilding and repair of riverine ships through Rajabagan Dockyard (RBD).

The Government has decided *inter alia* to handover Rajabagan Dockyard (RBD) to Garden Reach Shipbuilders & Engineers (GRSE) or to any other Public Sector Enterprises alongwith existing manpower, assets and liabilities and to disinvest CIWTC minus RBD.

As per present status of implementation of above package, Rajabagan Dockyard stands transferred to Garden Reach Shipbuilders & Engineers with effect from 1.7.2006. Action has been initiated by the Department of Shipping to assess the viability of disinvestment of Central Inland Water Transport Corporation with varying employees' strength.

New Nathu La bye-pass

1896. SHRI O.T LEPCHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government have opened a new Nathu La bye-pass road;